

CLASSIFICATION SECRET25X1
25X1COUNTRY Eastern Europe Approved For Release 2003/08/12 : CIA-RDP82-00457R014400140009-2TOPIC Alt Loennewitz AirfieldEVALUATION see below PLACE OBTAINED [redacted] 25X1DATE OF CONTENT 15 July to 16 August 195225X1
DATE OBTAINED [redacted] DATE PREPARED 23 September 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Alt Loennewitz airfield between 15 July and 14 August 1952:

15 July. Between 7 a.m. and 1 p.m., there was flying at the field. At 7 a.m., a twin-engine plane took off towing a sleeve target which was fired at by MiG-15s. Local flights were also made. Twenty-one MiG-15s and 18 Yak-11s were counted crossing the field.

16 and 17 July. There was no flying.

18 July. No flying was practiced. It rained occasionally.

19 July. Between 6:30 a.m. and 1 p.m., 48 MiG-15s were counted crossing the field. Local flights of short and longer duration were observed. During the short flights, the landing gears of the MiG-15s were not retracted.

20 July. There was no flying.

21 July. Between 9 a.m. and 6 p.m., MiG-15s made individual flights which lasted from 40 to 45 minutes. After 4 p.m., firing at sleeve targets was practiced over Belgern.

22 July. After 6:30 a.m., low-level attacks were made by MiG-15s which occasionally flew at an altitude of only 30 to 40 meters. Individual flights were performed by Yak-11s. Between 8 and 11 p.m., there was night flying. Sixteen MiG-15s took off at intervals of about 3 minutes, remained in the air for 20 to 25 minutes and landed within about 7 minutes, one after the other. After an interval of about 15 minutes, flying started in the same way. During night flying activity, spotlights were in operation.

23 July. Between 7 a.m. and 1 p.m., individual flights were made by MiG-15s and Yak-11s. Two MiG-15s practiced diving.

25 July. At 7:15 a.m., the first MiG-15 took off. Five more MiG-15s followed at intervals of 2 to 6 minutes. The aircraft flew individually and landed after 7:55 a.m. at intervals of 3 to 5 minutes. [redacted]

(1) At 7:35 a.m., two Yak-11s took off.

26 July. There was no flying. The alert flight of six planes was still parked at the eastern end of the runway.

27 July. There was no air activity.

28 July. Between 8:30 a.m. and 12:15 p.m., Yak-11 planes took off at intervals of from 10 to 12 minutes.

29 July. Between 7 a.m. and noon, aircraft practiced flying individually and in elements of two. When taking off in elements of two, the two planes had a distance of about 100 meters and an interval of 30 to 50 meters. At an altitude of

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50 meters, the two planes formed a regular formation (sic). At 7:30 a.m., four MiG-15s took off and flew individually. Diving attacks were made on the runway from the east. The aircraft pulled out of dive at an altitude of about 30 meters and zoomed at a steep angle in a left bank.

30 July. Flying started at 6:30 a.m. Twelve MiG-15s made local flights which lasted up to 50 minutes. Five Yak-11s were also observed aloft. Between 2 and 6 p.m., diving attacks were performed.

31 July. At 7 a.m., flying started in elements of two. Subsequently, there was flying in formations of up to 6 planes. All the aircraft were fitted with auxiliary fuel tanks. Yak-11s also participated in flying which lasted until 7:30 p.m.

1 August. Between 7 and 9:30 a.m., aircraft flying in elements of two practiced firing at a sleeve target which was towed by a twin-engine plane. Each attack lasted 4 to 6 minutes. Three or four bursts were fired from a plane while the other plane furnished protection for the attacking plane.

2 August. There was no air activity.

4 August. No air activity was performed throughout the day although the weather was fair. The alert flight of six planes was still parked at the eastern end of the runway. Between 10 p.m. and 3 a.m., there was night flying by MiG-15s. The searchlights were in operation after 10:30 p.m. As soon as a plane entered the air space at an altitude of about 500 meters at the eastern field boundary east of the railroad line, the searchlight, located north of the eastern half of the runway, searched for the plane. The searchlight kept the plane in its beam about as far as Falkenberg. There, another searchlight, located north of the western half of the runway, followed the plane as far as west of the western field boundary. A short time before the plane reached the above mentioned air space over the eastern field boundary, the next plane took off from Alt Loenawitz airfield. The landing was made when the next plane flew in the Falkenberg area. When the plane came in to land it fired a white ground signal, whereupon the plane was no longer kept in the beams of searchlights. At the same time, two other searchlights illuminated the runway, in the longitudinal and vertical directions respectively. As soon as the plane touched ground, the searchlights were extinguished. During the air activity, the field and taxiway were not illuminated, except for the runway both ends of which were marked by dim red lights. The aircraft had position lights which were red on the left side, green on the right side and white at the rear. A total of 54 planes were counted crossing the field.

5 August. Flying started at 6 p.m. After 10 p.m., there was similar air activity as on 4 August.

6 August. Air fighting was practiced at a high altitude by MiG-15s between 1:30 and 7 p.m.

7 August. Between 7 a.m. and noon, flying was practiced by MiG-15s. Twenty-two planes were counted crossing the field.

8 August. There was no flying throughout the day until 9 p.m. After 9 p.m., individual Yak-11s were observed aloft. No lights were switched on.

9 August. Flying was practiced individually and in formations. The aircraft flying in formations were fitted with auxiliary fuel tanks. Between 6 a.m. and 2 p.m., 62 aircraft were counted crossing the field.

10 August. No air activity was observed.

11 August. Night flying by MiG-15s started at 9 p.m.

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12 August. Between 10:10 a.m. and 12:30 p.m., there was formation flying by MiG-15s. Each formation consisted of six planes.

13 August. A twin-engine plane towing a sleeve target flew back and forth, north and south over the Elbe River near Belgern. The air sleeve was attacked by MiG-15s three times. Each plane attacked once from the side below and twice from above at a steep angle.

14 August. Take-offs were made in elements of two. Between 6:30 and 6:50 a.m., eight elements of two took off heading toward Torgau. The twin-engine plane towing a sleeve target was repeatedly observed during the morning. There was no flying in the afternoon. (2)

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2. After 21 July, Schmerkondorfer Strasse was blocked for all traffic. The farmers whose meadows bordered on the field were ordered to cut the grass again. [] could not determine whether these meadows would be confiscated. (3)

3. On 26 July, no activity was observed in the AA gun emplacement. [] heard firing with machine guns, submachine guns and carbines. (4)

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4. On 26 July, two sentries each were posted at a forge, in the attic of the mansion from which the surroundings could be well observed, and at the eastern corner of the park in Alt Loennewitz.

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[] 5. During the morning of 16 August, there was air activity in the area of Belgern/Muehlberg. Jet fighters attacked a sleeve target towed by a twin-engine plane. The twin-engine tow plane flew in north-south direction.

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[] Comments.

- (1) []
- (2) Intensive air activity and the various types of air training prove that the fighter regiment at Alt Loennewitz airfield has reached a good status of training. Flying in the beam of searchlights is reported for the first time. This proves that the pilots are very skillful and experienced.
- (3) Such instructions generally indicate future construction work.
- (4) Only a light AA battery with six 37-mm guns is believed to be located at Alt Loennewitz airfield.

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